BookletChart™

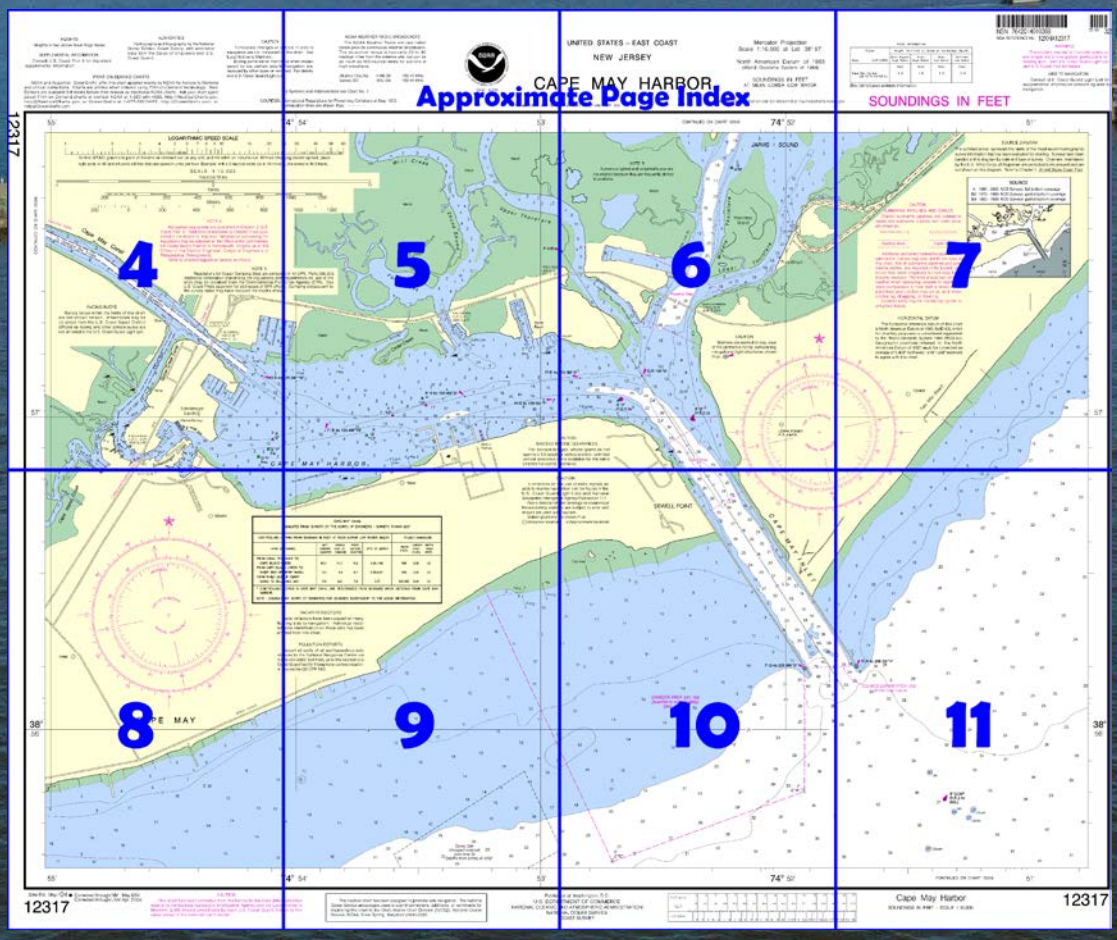
Cape May Harbor

NOAA Chart 12317

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

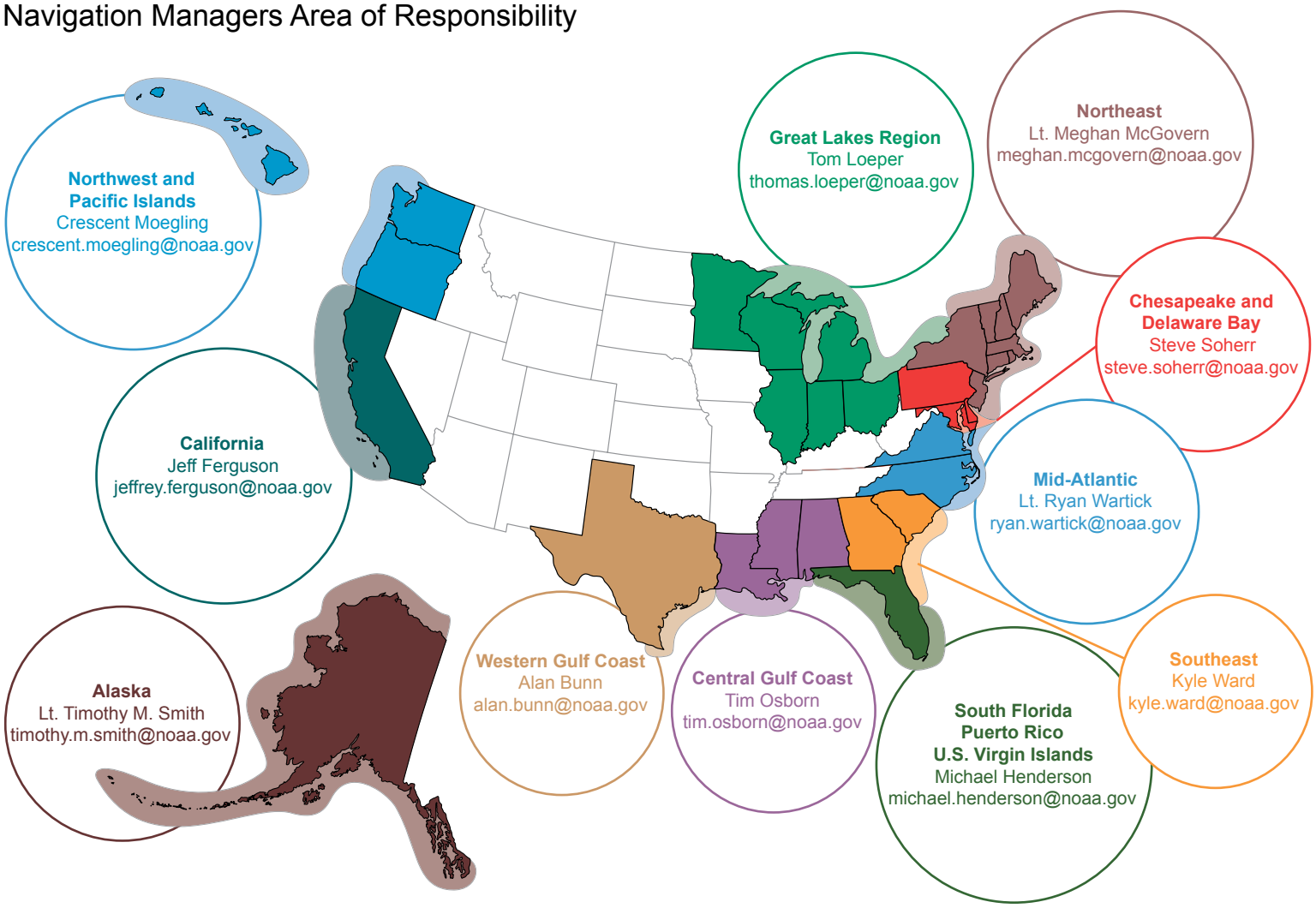
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12317

(Selected Excerpts from Coast Pilot)
Cape May Inlet (38°56.2'N., 74°51.8'W.), 34 miles southwest of Absecon Inlet, is protected by jetties whose lights are inshore of the submerged ends. A **327°** lighted range marks the channel between the jetties. Buoys mark the channel inside the harbor. At night the lights on the towers on the east side, and from the U.S. Coast Guard rescue tower on the west of the inlet are visible from well offshore.
The danger area of a Coast Guard rifle range extends from **Sewell Point** westward from Cape May Inlet. (See **334.100**, chptr. 2, for limits/regs.)
Pilotage, Cape May Harbor.–Pilotage is compulsory for all foreign vessels of 100 gross tons or more and all U.S. vessels under register engaged in foreign trade or commerce of 100 gross tons or more.
Pilotage is optional for all U.S. Government vessels and for all U.S. vessels under enrollment in a coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters.
Pilotage service is available from the Pilots' Association for Bay and River Delaware on a limited 24-hour basis. Arrangements for pilotage can be made through ships' agents or directly. A 24-hour advance notice is requested with updated 6-hour ETA. Pilots will board just southwestward of Lighted Bell Buoy 2CM off Cape May Inlet. (See Pilotage, Bay and River Delaware, Chapter 6.)
Cape May Harbor is used by fishing fleets, pleasure craft, and the Coast Guard. The fishing vessels operate from wharves below and above the bridge at the northeast end of the harbor and wharves in **Schellenger Creek**, at the west end of the harbor. Pleasure-craft facilities are on the north and west sides of the harbor. **Cape May Coast Guard Training Center** and its attendant facilities are on the south side of the harbor.
The resort town of **Cape May** fronts the ocean 2 miles west of Cape May Inlet. In 2009, the controlling depth was 17 feet through Cape May Inlet to the inner end of the jetties; thence in 2008, 11.3 feet (14.1 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor; thence shoaling to less than one foot to Schellenger Landing at mouth of Schellenger Creek; thence in 1994, a reported depth of 9 feet through Schellenger Creek; thence in 1999, 10 feet reported at midchannel proceeding northward through Spicer Creek Canal, which connects with the Cape May Canal. Traffic through Schellenger Creek is restricted by the 38-foot-wide fixed span highway bridge with a clearance of 4 feet that remains in the closed position. (See **117.1 through 117.59 and 117.750**, chapter 2, for drawbridge regulations.)
The controlling depth is about 13 feet to the fish wharves above the bridge at the northeast end of the harbor.
Currents.–The current velocity is about 2 knots in Cape May Inlet.
Small-craft facilities.–Most of the fishing and small-craft facilities are along the northern and western sides of Cape May Harbor, and in Schellenger Creek. (See the small-craft facilities tabulation on chart 12316 for services and supplies available.)
The Coast Guard piers on the inner side of Sewell Point are the largest in the harbor and have depths of 15 feet to 10 feet alongside.
The **Intracoastal Waterway** is a toll-free passage which roughly parallels the Atlantic Coast and extends 118 statute miles through bays, lagoons, thorofares, and land cuts from Manasquan Inlet to Delaware Bay at a point 2 miles north of Cape May Light.
In addition to the Intracoastal Waterway and the waters through which it passes, this chapter also describes the several rivers and tributaries that empty into these waters, as well as some of the more important towns and landings along these waterways.
The Intracoastal Waterway is used mainly by pleasure craft, and commercial and sport fishing vessels. The U. S. Army Corps of Engineers, Philadelphia Engineer District, has supervision of the waterway's construction, maintenance, and operation. (See Appendix A for address.)
In the inland waters, the tides are greatly affected by the winds both in time and height, westerly winds producing low water and easterly winds high water. While the normal range of tide is only about 0.5 foot in sections of the waterway removed from the inlets, strong winds of long duration may cause variations in level of as much as 3 feet below mean low water or 3 feet above mean high water.
Currents.–Current velocities may reach 3 knots in the inlets and in the narrow channels that connect the inlets with the inside waters.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

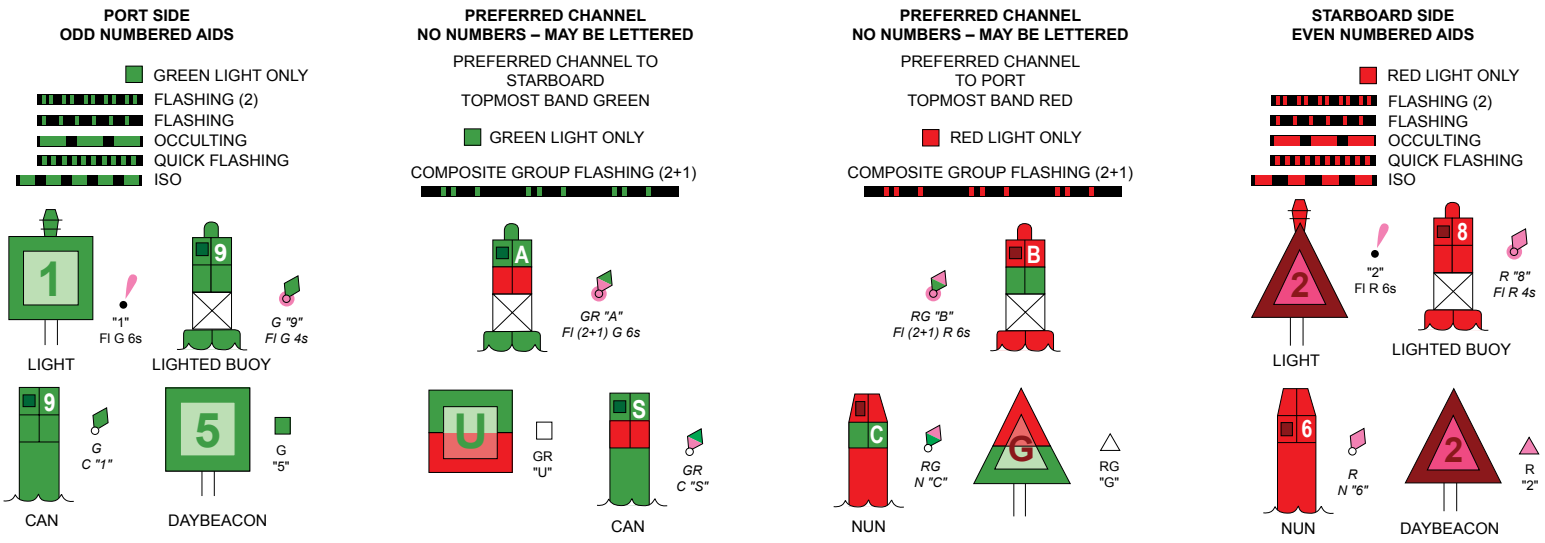


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

12317

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Atlantic City, NJ	KHB-38	162.400 MHz
Lewes, DE	WXJ-94	162.550 MHz

CAUTION

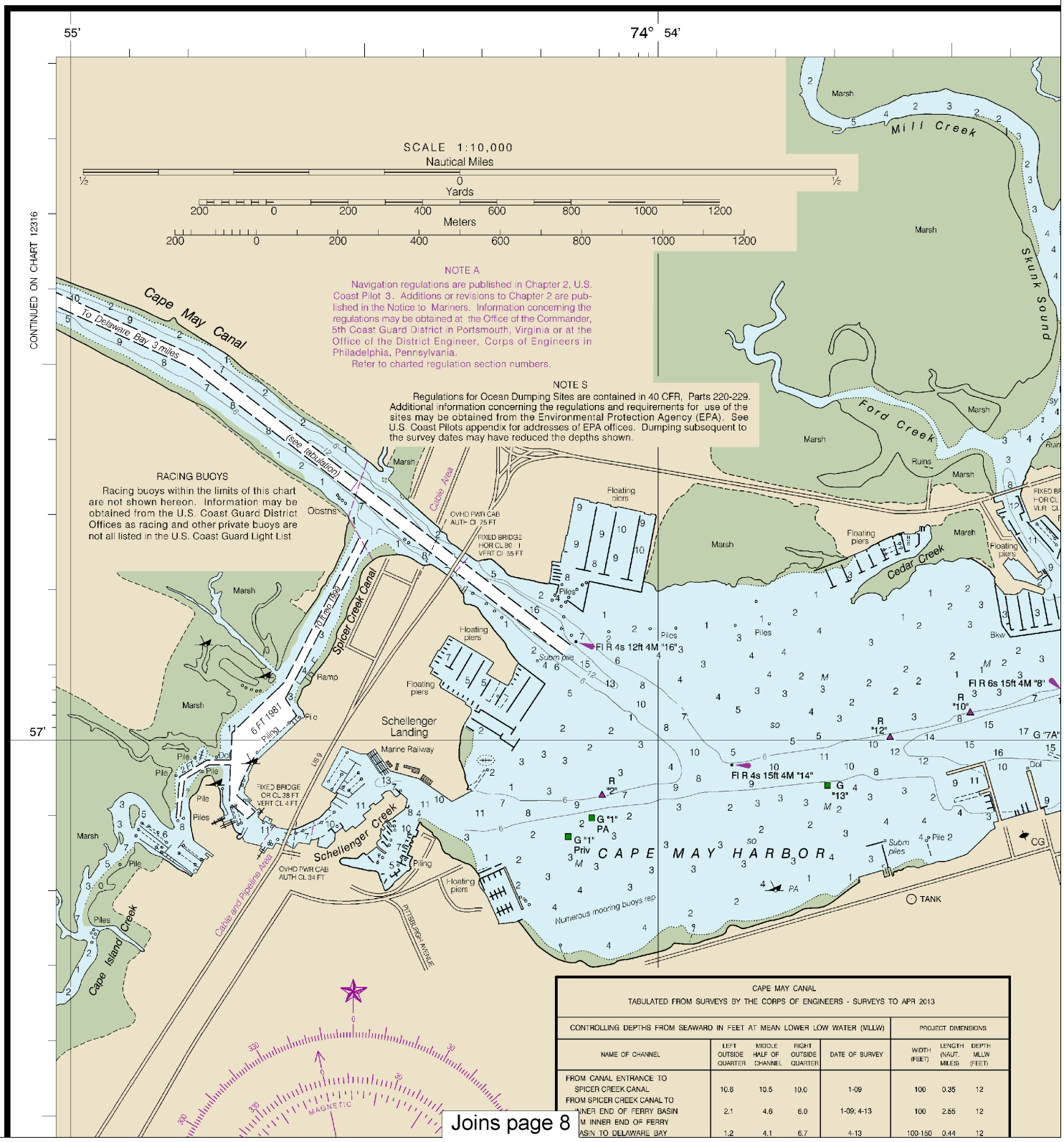
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

THE NATION'S CHARTM



CAPE MAY CANAL
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO SPICER CREEK CANAL	10.6	10.5	10.0	1-09	100	0.35	12
FROM SPICER CREEK CANAL TO INNER END OF FERRY BASIN	2.1	4.6	6.0	1-09; 4-13	100	2.65	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	1.2	4.1	6.7	4-13	100-150	0.44	12

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

NOAA
MAKER SINCE 1807

UNITED STATES – EAST COAST

NEW JERSEY

CAPE MAY HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 38° 57'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

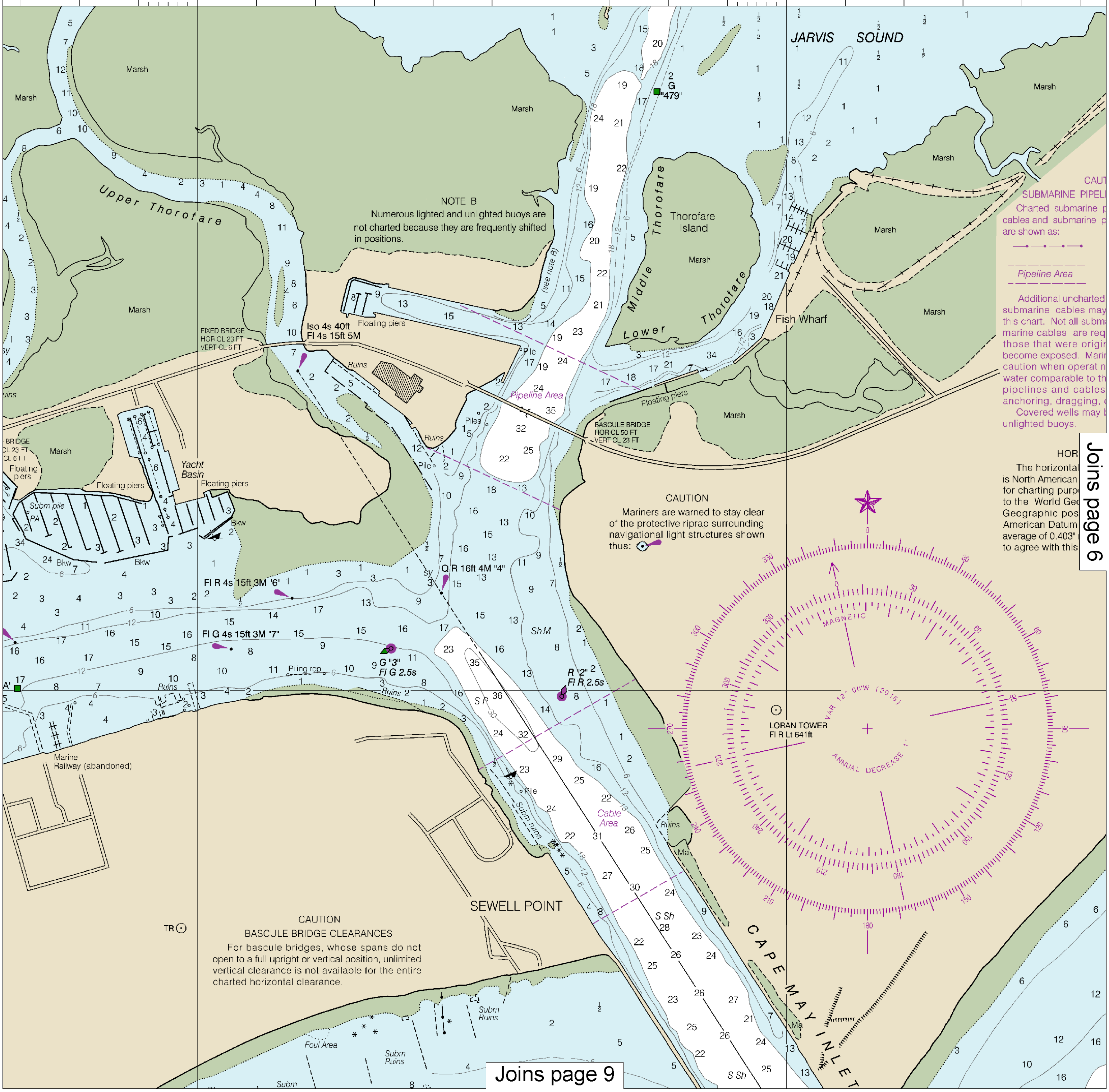
PLACE	
NAME	(LAT/
Cape May Harbor, New Jersey	(38°57'N

Dashes (- - -) located in datum columns indicate unava... tide predictions, and tidal current predictions are availa...
(Jan 2015)

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 234, 1st Ed., Feb. 1931 G-1931-348 KAPP 679

53'　　CONTINUED ON CHART 12316　　74° 52'



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CAPE MAY HA

THE NATION'S CHARTMAKER SINCE 1807

Formerly C&GS 234, 1st Ed., Feb. 1931 G-1931-348 KAPP 679

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

ADCASTS
ations listed
r broadcasts.
ally 20 to 40
te, but can be
or stations at

162.400 MHz
162.550 MHz

74° 54'

53'

ALE 1:10,000
Nautical Miles
0 ½
Yards
0 600 800 1000 1200
Meters
0 600 800 1000 1200

NOTE A

ations are published in Chapter 2, U.S.
ions or revisions to Chapter 2 are pub-
Mariners. Information concerning the
btained at the Office of the Commander,
trict in Portsmouth, Virginia or at the
t Engineer, Corps of Engineers in
ylvania.
regulation section numbers.

NOTE S

gulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229.
tal information concerning the regulations and requirements for use of the
ay be obtained from the Environmental Protection Agency (EPA). See
ast Pilots appendix for addresses of EPA offices. Dumping subsequent to
ey dates may have reduced the depths shown.

NOTE B

Numerous lighted and unl
not charted because they are
in positions.

Joins page 5

Joins page 10

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO SPICER CREEK CANAL	10.6	10.5	10.0	1-09	100	0.35	12
FROM SPICER CREEK CANAL TO INNER END OF FERRY BASIN	2.1	4.6	6.0	1-09; 4-13			
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	1.2	4.1	6.7	4-13			

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

COAST

ARBOR

Mercator Projection
Scale 1:10,000 at Lat. 38° 57'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape May Harbor, New Jersey	(38°57'N/74°53'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jan 2015)

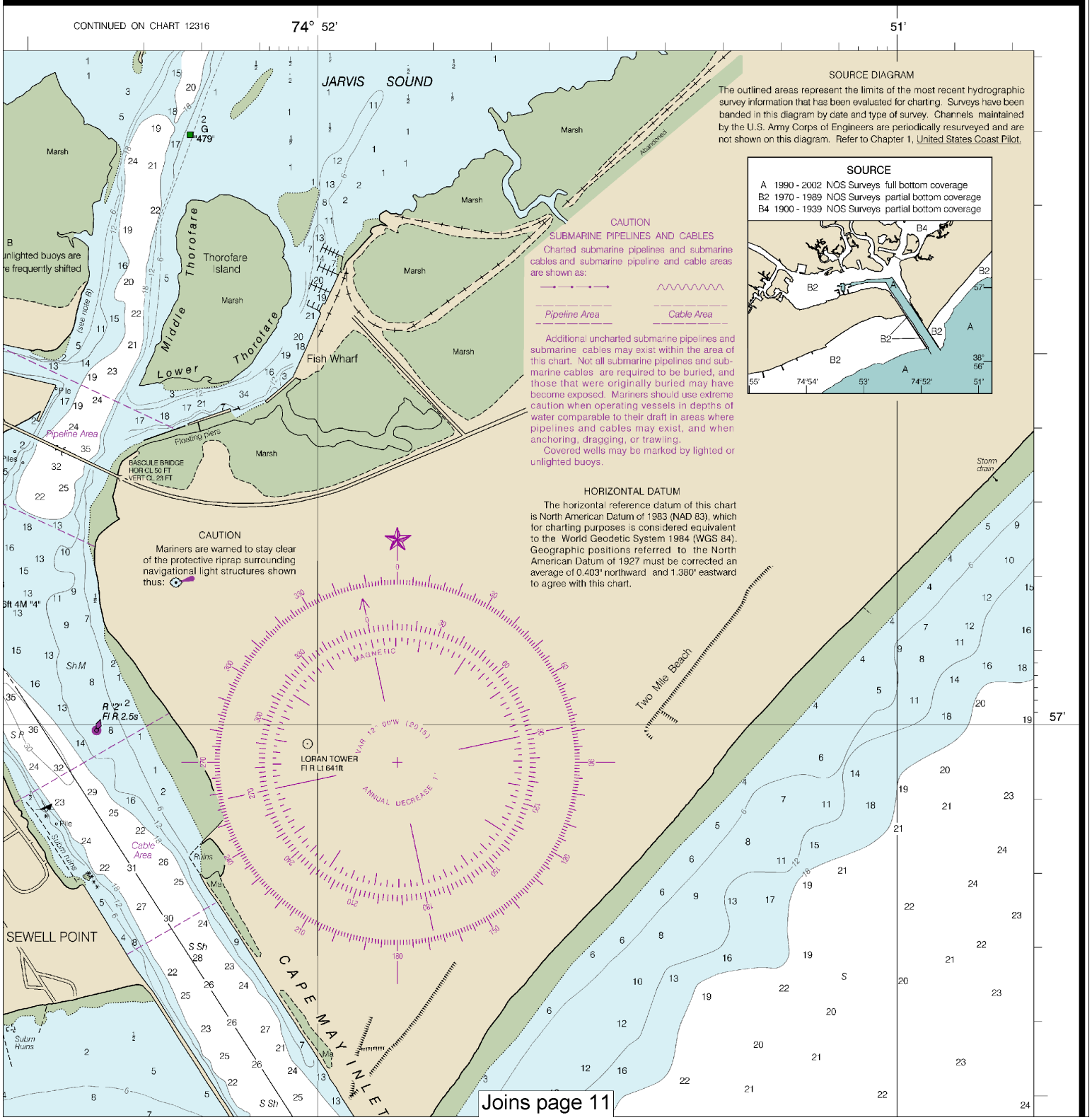
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOUNDINGS IN FEET



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990 - 2002 NOS Surveys full bottom coverage
B2 1970 - 1989 NOS Surveys partial bottom coverage
B4 1900 - 1939 NOS Surveys partial bottom coverage

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

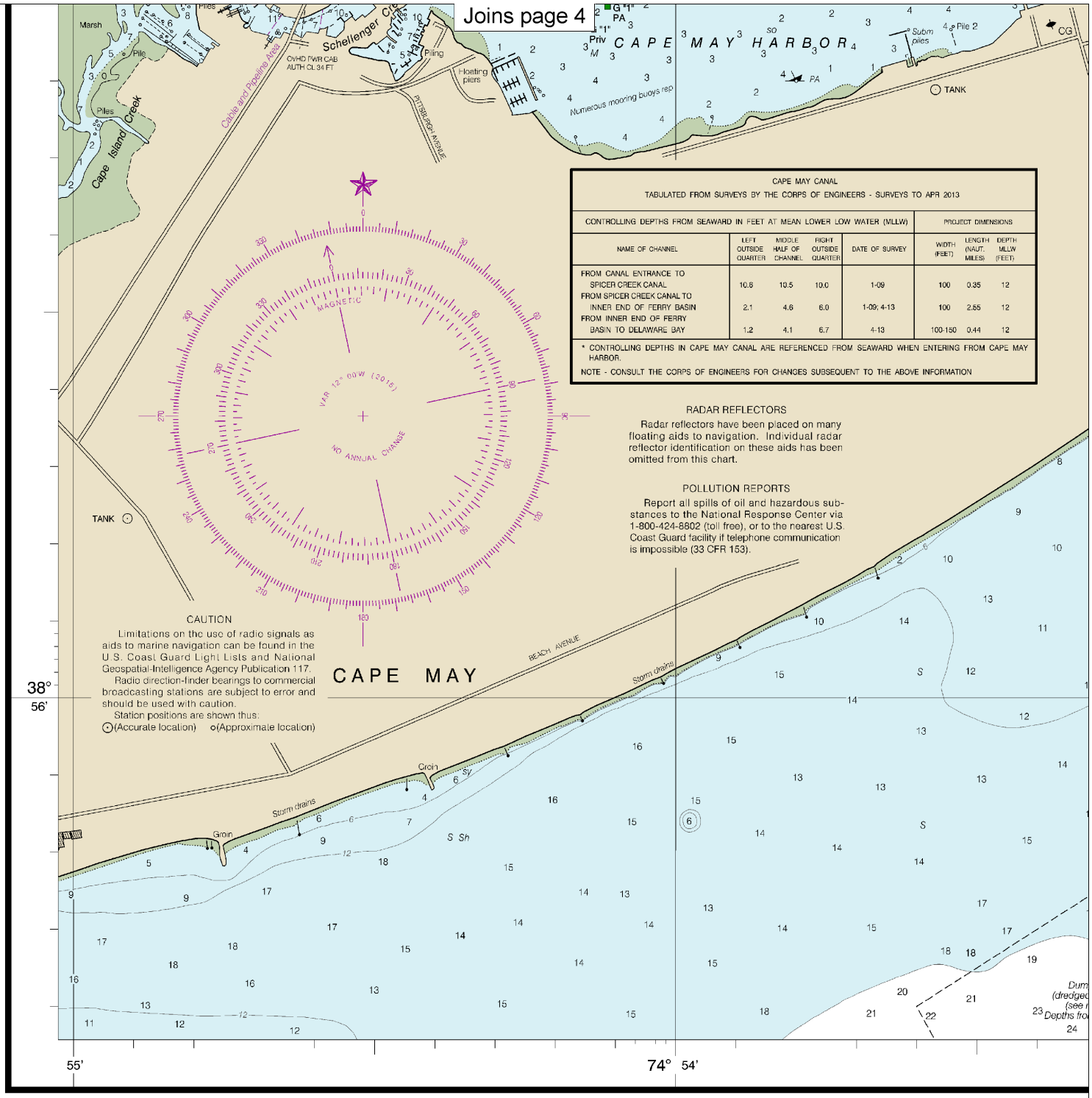
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.403" northward and 1.380" eastward to agree with this chart.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:



CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO SPICER CREEK CANAL	10.6	10.5	10.0	1-09	100	0.35	12
FROM SPICER CREEK CANAL TO INNER END OF FERRY BASIN	2.1	4.6	6.0	1-09; 4-13	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	1.2	4.1	6.7	4-13	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

33rd Ed., Mar. 2015

12317

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comm about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Last Correction: 10/28/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

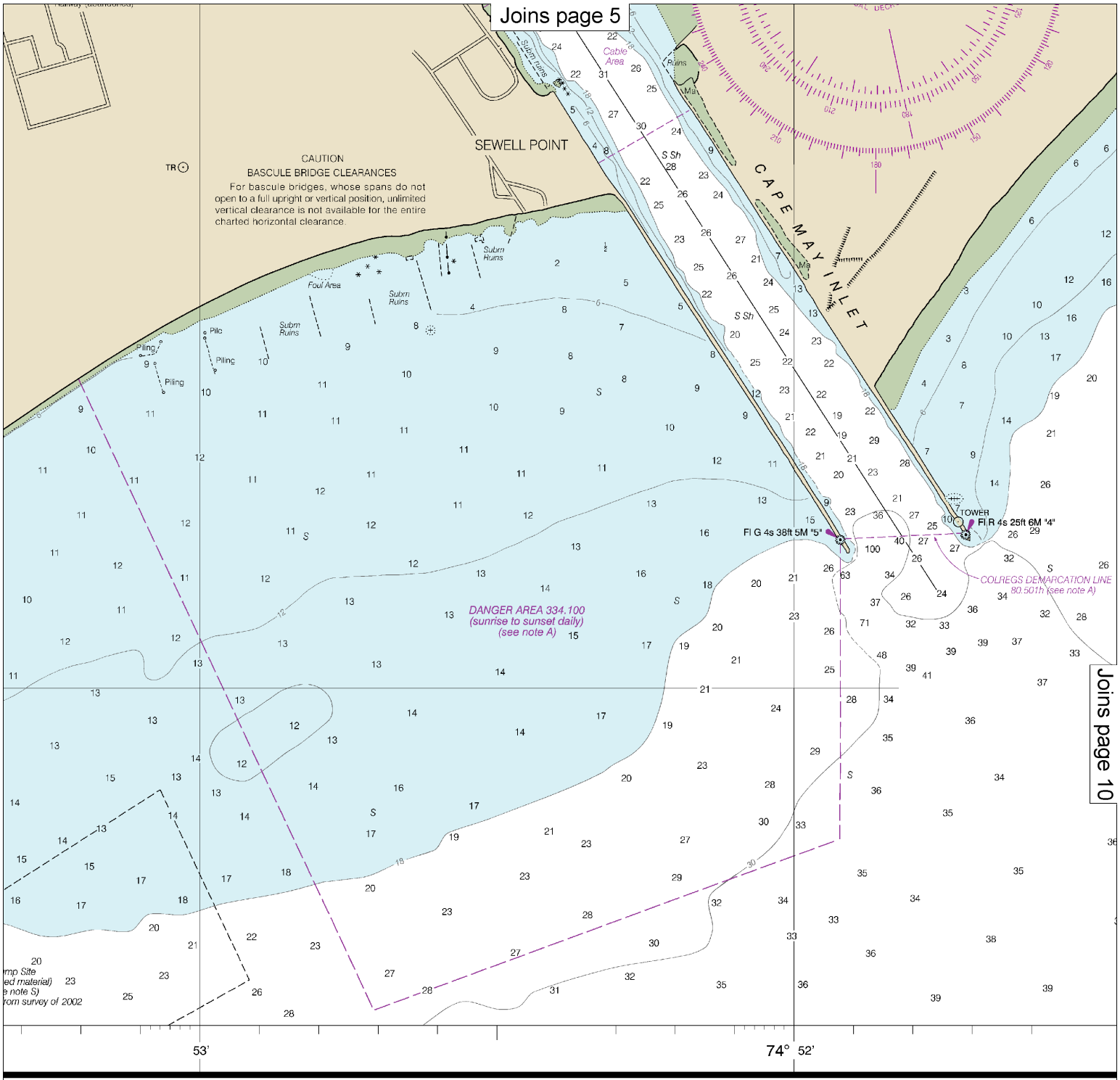
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

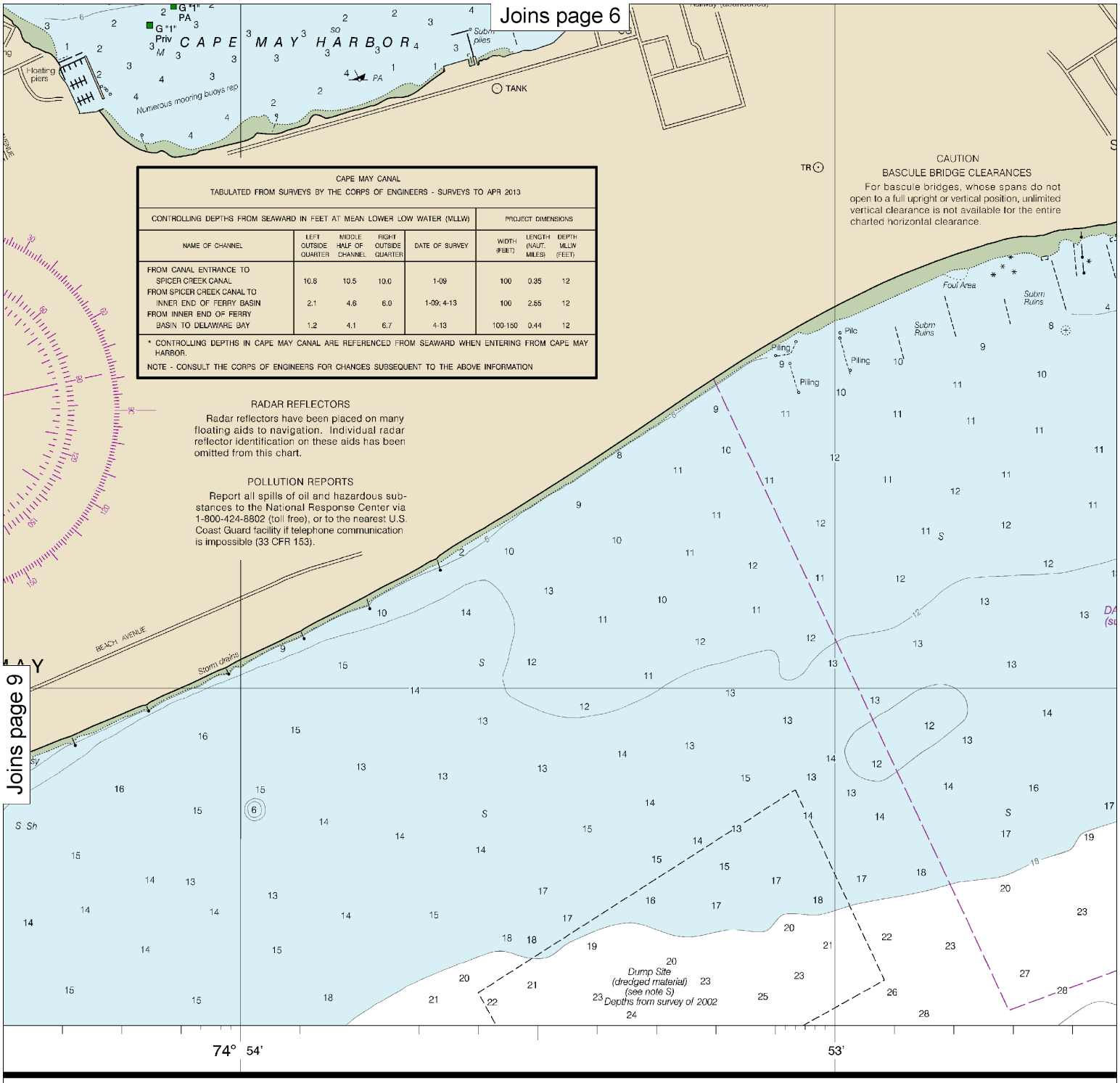
See Note on page 5.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17
FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102
METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31

Cape
SOUNDINGS



CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO SPICER CREEK CANAL	10.6	10.5	10.0	1-09	100	0.35	12
FROM SPICER CREEK CANAL TO INNER END OF FERRY BASIN	2.1	4.6	6.0	1-09; 4-13	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	1.2	4.1	6.7	4-13	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 9

CAUTION

corrected from the Notice to Mariners (NM) published eospatial-Intelligence Agency and the Local Notice to periodically by each U.S. Coast Guard district to the left hand corner. Chart updates corrected from Notice to e dates shown in the lower left hand corner are available at

ugh:
6)

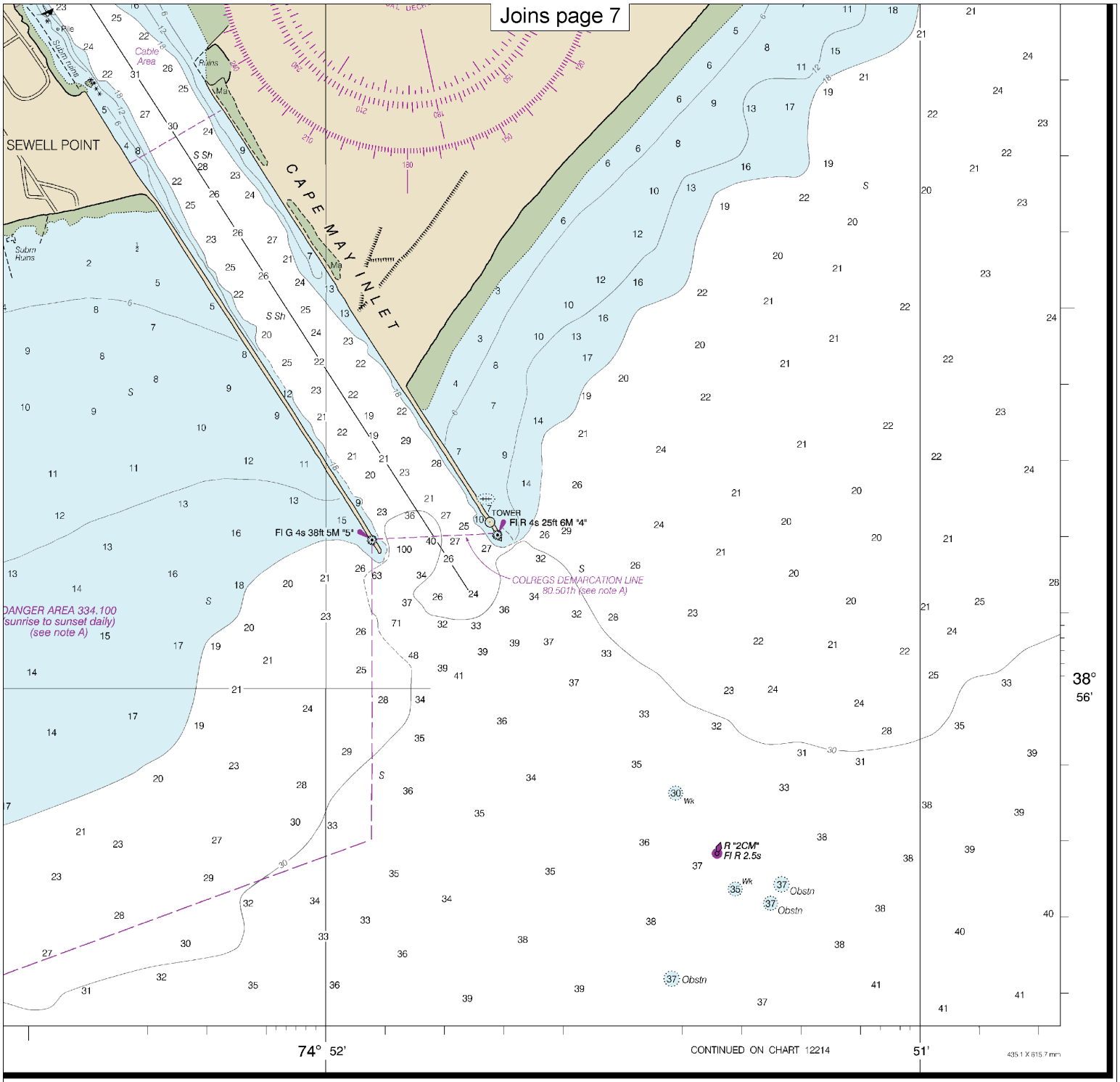
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Cape May Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

12317

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker